

DOYLESTOWN POST
ELECTS OFFICERS
FOR COMING YEAR

Enthusiastic Meeting Takes
Place, As Men Receive
Votes

VOTES COUNTED ALOUD

Charles Hart, Veteran Bugler,
Selected for Post
Commander

DOYLESTOWN, Sept. 14.—In one of the most enthusiastic meetings in the history of the A. R. Atkinson Post of the American Legion here last night, Charles Hart, a veteran bugler of old Company G, 11th Infantry, N. G. P., during the World War, with service overseas, was elected Post Commander in the annual election.

The election was the feature of last night's meeting. It was one of the most closely contested affairs in the history of the post. Hart, together with Samuel E. Spare, were advanced as candidates. Hart was nominated by Post Adjutant Andrew Schott and Spare was nominated by Russell B. Gulick.

An innovation this year was the counting of the votes by the committee aloud, in the open meeting. Both candidates ran nip and tuck until each candidate had twenty-four votes. The last vote pulled from the ballot box carried the name of Hart, and he was declared elected unanimously, upon a motion that was seconded by his opponent, Spare.

An unusual policy of the local Legion post, different from most others throughout the country, is that nomination and election of officers are made the same night. This system adds to the excitement of an "annual election."

For the office of Post Commander only, was there any opposition. The complete list of elected officers, who will be installed later, is as follows: Post Commander, Charles Hart; first vice-commander, Herbert Ott; second vice-commander, John Morris; post adjutant, Thawley Hayman; finance officer, Arthur Leatherman; post chaplain, Rev. Charles F. Freeman, pastor of the Salem Reformed Church, of Doylestown; historian, James R. Freitz.

Adjutant Andrew Schott was also nominated for the office of post commander but declined in favor of the candidate that he advanced.

The report of the finance officer showed a healthy condition of affairs. Bartram Moore, reporting as secretary of the drum and bugle corps, stated that the organization had met with very good success in a recent effort to raise money enough to equip the corps with musical instruments. The bill amounted to \$577.44 for instruments and during a recent moving picture benefit given by N. F. Power, of the Strand Theatre, and a street fair with the fire company, a total profit of \$577.55 was realized, leaving a balance, after paying off the debt, amounting to eleven cents. The bugle corps reported a balance of \$51.75 in the treasury.

President Russell B. Gulick, of the bugle corps asked for a few more volunteers to sign up for the corps. It was also announced that during the next six or seven months some plan would be worked out to secure a standard uniform for the members of the corps.

Reports of the recent state convention of the Legion held in York were made by the post delegates, Herbert Ott and Thawley Hayman. Leo Kerns was appointed by Commander Walter Trainer as chairman of the committee to have charge of the Legion booth at the Doylestown Fair in October.

George Ross, reporting as chairman of the Boy Scout committee, stated that the local Legion post will formally take over the Doylestown Boy Scout troop (the original troop here) next Friday night.

The post received an invitation to participate in the Armistice Day celebration at Norristown on November 11 this year as the guests of the George N. Althouse Post, No. 39.

Complete Arrangements
For Benefit Card Party

Mrs. Nellie McGee has completed all arrangements for the card party which she will conduct this evening at Hibernian Hall, with the assistance of Mrs. Neal McDevitt, of Pine street. The receipts will be turned over for the benefit of the parish of Father Herron, who is a brother of Mrs. McGee. The parish is St. Anthony's Church, at Easton. The prizes are splendid in quality, and playing will commence at 8.30 o'clock.

AUXILIARY TO MEET

The Ladies' Auxiliary of the Sixth Ward Republican Club will hold an open meeting in the club room, Farragut avenue, this evening.

—Miss Eva D. Smoyer, of Linden street, spent Saturday and Sunday visiting friends in New York.

—Mrs. Elizabeth O'Hara, of Newport News, Va., is visiting Mr. and Mrs. John Mahan, of Cedar street.

Bristol's Growth and Development
Has Been Consistent as is Revealed
In Address of Joseph R. Grundy

Municipality Has Developed Despite Numerous Setbacks — United States Government
Recognized Town's Possibilities and Selected It As Nucleus Around Which To Build A
Great War-Time Activity — Trades-People and Residents Alike Profited by Far-
Sighted Policy of Borough's Management

A comprehensive outline of the settlement, growth and development of Bristol as a municipality dating from the time when William Penn first sailed up the Delaware, was given in an address delivered by Joseph R. Grundy on September 2nd. The occasion was a visitation to Bristol by the burgesses of the boroughs in Bucks County, representatives of the county press, and official and civic representatives of the boroughs of Quakertown, Perkasie and Sellersville. The address is herewith given in full:

Mr. Burgess and Fellow Bucks Countians and Friends: In complying with the suggestion of your Burgess that an accounting of the development of our town during the period that he has referred to be made, I must confess that I hesitate about entering into that phase of the subject, because of the fact that in addressing so representative a body of Bucks Countians as has honored us with their presence here today any historical account of Bucks County and of Bristol would be almost like "carrying coals to New Castle." But at the risk of repeating to you what you already know, I will take a few moments of time to tell you, first, that in Bristol you are in the second oldest borough within the State of Pennsylvania, a borough which seven years ago celebrated the two hundredth anniversary of its incorporation, a borough whose existence on the banks of the Delaware here preceded the arrival of him who is referred to as the Founder of our Commonwealth, William Penn.

When Penn sailed up the Delaware in the good ship Welcome, he found already on the high bank that was the west side of the Delaware here, on his road to his Colonial home, about seven miles above here—Penn's Manor—a settlement had been made on the location which Bristol now occupies, and steps taken to establish a community. And from that time on, in the early Colonial days, Bristol occupied a prominent place in the affairs of the Commonwealth.

As you know, Bristol was the county seat of Bucks County until what is now the Borough of Newtown was made the county seat, Newtown remaining the county seat until 1812 when it was transferred to Doylestown. So you can get some idea of the antiquity of the Borough of Bristol, of the municipality itself.

Of course, there is not a great deal to be said of the early history of Bristol, for, like all of the historic Colonial towns, the immigrants that followed after the arrival of Penn occupied themselves with the cultivation of the ground, the occupying of the land. They found here the Mill Creek, also known as Otter Creek, which was then a very much more important waterway than it is now. The presence of the forest more successfully kept the moisture in the ground than has been possible since the clearing of the ground. And, of course, as the settlement came in, that creek afforded the power which drove the grist mill and the saw mill and also ground the corn which was produced on the lands that had been cleared.

The combination of timber—the heavy timber of oak and chestnut and the hard woods which prevailed here—became the basis of the shipbuilding industry which was very prominent in our early days. Ships built here carried cargoes from our shores to the ports of the world, and the shipbuilding business was one of the early activities of this section.

Bristol continued as a community engaged in shipbuilding and shipping, in the sawing up of the timber and in the merchandising of its agricultural products, through Colonial times into the time of the American Revolution. But there was little of the Revolutionary War which had anything to do with Bristol. Possibly the Quaker influences which founded and settled our town were not in sympathy with the war. The only record that we have is that our Quaker Meeting Houses here were used largely, during the Revolution, for hospital purposes for the Revolutionary soldiers.

And so our town continued to grow with the development of the country here until the Constitution of the United States was adopted, which we might refer to as the beginning of the first period of our country as a nation. For the first ten years following the adoption of the Constitution, the Capital of our country, as you know, was Philadelphia; and during that time Bristol had quite a vogue as a summer resort for the foreign ministers and men who were connected with official affairs in Philadelphia. They came here and occupied the pleasant places along the river bank.

Of course, that brought a social atmosphere to our community that was very delightful, and, at that period,

very representative. You may have noticed, those of you who drove into town by way of the Durham Road, the Mill Pond which is to the north of the town. Well, just across the road from the Mill Pond, Mineral Springs had been developed, and they at that period constituted the basis of a very popular health resort here. Below us, on the Badger Farm, was a celebrated race-track; and that gave to our town, to our neighborhood, an atmosphere which has been characteristic of Saratoga since probably 1850. In other words, the development of Saratoga as a racing center and as a place where mineral waters of a curative nature were to be found, put Bristol out of business as a summer and health resort.

It was during that period of time that the King of Spain—Napoleon Bonaparte's brother, Joseph, who was on the throne of Spain, following the downfall of Napoleon—took refuge in this country. And he established himself at Bordentown, five miles above, with his retinue of followers, largely French, because his court was French. And that atmosphere left a marked impress upon the social surroundings of this neighborhood.

And so I think that the most imposing period of Bristol's history was the period from the adoption of our Federal Constitution, when the Capital of the nation was Philadelphia, on to about 1827.

In 1827 circumstances evolved, in the development of our nation, that entirely changed the character of our community—changed it from what might be looked upon as a high-class social and residential section, where many families of Philadelphia that have been prominent in the years since, had their residences—to a busy, bustling commercial and shipping point.

The construction by the State of the Delaware Division of the Pennsylvania Canal was completed to Bristol in 1827, and we had this outlet to the river just at the edge of our town, to the west; and by that means we brought down the anthracite coal from where it had recently been discovered, in the region of Carbon and Luzerne Counties. It was floated down the Lehigh River, to the Delaware River through the canals, and was unloaded on the wharves that skirted our river's banks. The properties that you passed in going along the river mostly were the scenes of great activity in the coal shipping business. The coal was brought down by the old canal boats, such as you probably saw this afternoon when we were at the new canal bridge. That kind of boat was about all they used on the canal, coming up with its pair of mules the same as it did a century or more ago.

It was said that at that time there were something like four thousand canal boats engaged in the coal trade between Mauch Chunk and Bristol. Of course, such an extensive business brought with it a large labor population. We had, to handle that cargo, vessels from all over the world drop anchor in the Delaware and load their valuable cargoes, to be taken to ports all over the world where coal was in demand. That gave our town a distinctly business atmosphere, as contrasted from the social atmosphere it had had up to that time.

That continued—the shipment of coal, and the labor turn-over incident to it—until about 1850. At that time, what we know as the North Penn Road—which has done so much for the section of the country you gentlemen come from—was projected from Bethlehem to Port Richmond in Philadelphia. The shipment of coal had been found to be very much more profitable by rail than by water, and they took practically all the coal trade from here to Philadelphia—and left us with our large labor development, and nothing to put it to—left us with our wharves unoccupied. And a state of stagnation set in.

The period between 1850 and 1860 was said by historians to have been about the blackest that Bristol ever passed through. Labor was idle; houses were for rent; the whole business atmosphere had undergone a collapse; and consequently there was much distress and loss of property. There were all the things which go with the taking away of a large income from a settled community.

The third period that Bristol passed through, and one that interests us more tonight, has been the period since 1860, or the Civil War. Coincident with that period two important things occurred, one of which was the development of the iron ship. Great Britain had perfected the building of ships with iron instead of wood. They could build them apparently more cheaply, could man them more cheaply; and steam was a far surer method of propulsion than to rely on the wind and weather. And that, on the one hand, largely put an end to our ship-

ping business, which had had its headquarters on the Delaware, and particularly in Bristol, from the very early days. The disintegrating of the ship industry was one of the tragedies of the town.

Another incident that completely changed the character of our town was the Civil War, which of course brought about an entire change in the economic policy of our country toward industry. The English ships which were in collusion with the Confederacy, had swept the merchantmen of our country from the seas; had blocked our ports. What trade and commerce got in here, of necessity was subject to very heavy duties, for the raising of money for the advancing of the Revolution.

That, of course, stimulated a demand not only for merchandising for war purposes—very much the same as we passed through in the five years following 1914—but, with the passing away of our shipping, it made the getting of goods very much more difficult, even for domestic purposes.

So, with the high tariffs incident to the Civil War period, and the demand for clothing for soldiers, the production of ordnance and of important supplies necessary to keeping a million men under arms—by a population of about thirty million at that time—developed a great industrial structure in the United States.

Now, as a part of that industrial structure, Bristol emerged from the period of great depression to a forward-looking attitude, and a condition which, with the establishment of industry here in our midst, afforded employment for our people, uses for our houses, and put money in circulation for our tradespeople.

Immediately following the outbreak of the war we had established here a forge, which participated in the making of war supplies.

Almost immediately after the war a mill was erected here for the manufacture of felt goods, under the ownership of a man by the name of Joshua Pierce, who was a very potent factor in the development of our town.

A hosiery mill came here, which afterward bore the name of Hughes & Slack; and that further employed our people.

Then came the Bristol Rolling Mill, which was established here about 1874. Then came the T. B. Harkins Foundry Company, in the same year. A representative of that firm is here tonight. The Sherman & Peirce Planing Mill came in 1875.

Then came the Bristol Worsted Mills and the Upholstery & Braid Mills, in 1876.

In 1883 the carpet mills of Thomas L. Leedom were established here; and in 1884 came the wall paper mills of Wilson & Fennimore.

Following that came the Corona Leather Works, in 1902, through the genius of our Burgess, who prepared leather by an entirely new process for footwear purposes. And, not satisfied with that accomplishment, within a very few years or in 1906, he built the Bristol Patent Leather Works, which he still presides over as its directing genius.

Then came the Bristol Cast Iron Pipe & Foundry Company, which employed largely of our mill labor and took up the slack which our other mills did not occupy.

There were some minor others from time to time, such as the Upholstery & Braid Mills, which I have already enumerated, owned by L. M. Horner; and the Star Mills came in. Later there came the chemical works of Rohm & Haas, in 1919; and the Paterson Parchment Company, in 1924; the Keystone Airplane Company, 1925; the Zinc works, 1926; the soap factory, 1926; and the Pacific Steel Boiler Works, also in 1926.

Those were the enterprises that came one after another into our community, and, from 1860, increased our population from two thousand to seven thousand in a period of twenty-five years.

Now, the growth of our community here had been along no regular lines at all. The mills had come; the housing operations came along; streets were opened up on which the houses were built; but there was very little done in the way of public improvement. The town was satisfied to have the earning power of the mills and the employment of the people; and interest in the civic aspect of our development was not at all great. However, this congested population which came to us occupied the houses that had been vacated during the periods of depression; and in 1874 a waterworks had been established here, thus meeting a very serious problem. The topography of our land was level, and the waste matter from the houses was allowed to run into the back yards and then wherever it might run; and in summer there was the stench and un-

(Continued on Page Three)

LATE NEWS

ERIE, Pa., Sept. 14 (I.N.S.)—When a jury found him guilty of murdering his wife, Stefanis, 37, by strangling, Judge W. E. Hirt immediately sentenced Frank Woznarowski, 39, to life imprisonment here, early today. The jury had been out since last night. The trial of Woznarowski was one of the shortest on record here. It started with the selection of a jury Tuesday morning and was completed by nightfall.

JOHNSTOWN, Pa., Sept. 14 (I.N.S.)—Lightning struck the barn of George Shuliga, during a storm here early today, firing the structure, entailing a loss of \$15,000. Farm equipment and a quantity of crops stored in the building were destroyed. Livestock was saved.

MORRISVILLE GIRL
FACES COURT TRIAL

Miss Ruth Steiner Is Charged
With Assaulting A
Teacher

REV. HOLDEN A WITNESS

DOYLESTOWN, Sept. 14. — Miss Ruth Steiner, aged 20, former captain of the Morrisville High School girls' basketball team, went on trial yesterday before Judge Ryan to answer a charge of assault and battery brought by Miss Mary Bones, science teacher in the Morrisville public schools. The jury took the case late yesterday and was directed to return a verdict this morning.

The assault, the Commonwealth alleged, took place on June 7 in front of the Morrisville Episcopal Church while a number of girls and Miss Bones were on the way to school. Miss Bones charged that the defendant struck her across the face and hit her while she was down on the ground and that she grabbed her glasses and tossed them into the church yard and made a few unkind remarks to her.

Rev. M. Seaver Holden, rector of the Morrisville Episcopal Church, who was a part eye-witness to the affair, said that he heard Miss Steiner say to the teacher, "What in the h— are you sneering at me for." The rector said that at first he thought the remark was more or less of a friendly salutation, but that he did call attention to the language used by the young lady at the time.

Miss Steiner, the defendant, testified that she had been told that Miss Bones, the teacher, who had her put out of school, had said that "I had a h— of a nerve going to Washington, D. C., with my class."

"I heard that the teacher made that remark," testified Miss Steiner, "and I did slap her across the face. I did not hit her while she was on the ground and I did not toss her glasses away. She always sneered at me and on this occasion she pushed me first. I do not recall telling any of my classmates that I would lay for Miss Bones and get her."

In the trial, the defendant was represented by Franklin W. Gillespie, of Bristol, and the Commonwealth prosecution was in charge of District Attorney Arthur M. Eastburn.

Seyfert Wins Honors
At Trenton Flower Show

Once more Bristol has been brought to the forefront—this time through Arthur Seyfert, of Edgely, with his amazingly glorious display of gladioli at the Trenton Flower Show, September 9th and 10th.

The Seyfert exhibit, which captured the gold medal for the finest general display of gladioli, covered over 100 square feet of space and was compared with blooms of the foremost gladioli growers of the East.

Not only was the quality of Mr. Seyfert's flowers par-excellence, but his artistic staging and harmonious color scheme won him universal commendation. His "glads" were the talk of the exhibit.

Women Resume Sewing
For Needlework Guild

A group composed of the following met in the Community House yesterday afternoon to sew for the Needlework Guild:

Mrs. Fred Krings, Mrs. Edgar Opdyke, Mrs. James Lefferts, Mrs. Harry Daniels, Mrs. Russell Ellis, Mrs. Chauncey Stoneback, Mrs. William Betz, Mrs. William Carver, Miss Martha Hughes, Mrs. Minot J. Hill, Miss Ida Bruden, Miss Katherine Keating, Mrs. Edward Renk and Mrs. David O. Taylor.

SOCIETY TO MEET

The Women's Home Missionary Society of the Bristol M. E. Church will meet in the church parlor Thursday evening at 8 o'clock.

FLAMES DAMAGE BARN
AT LANGHORNE MANOR

Structure Burned on Premises
Of John Monroe
Yesterday

ORIGIN IS NOT KNOWN

LANGHORNE, Sept. 14.—A large structure, garage and barn combined, on the premises of John Monroe, Fairview avenue, Langhorne Manor, caught fire yesterday, considerable damage being done.

The blaze was first discovered at about one o'clock in the afternoon, it apparently having originated in the second floor of the building.

In the second floor, in which there were rooms for coachman's quarters, was a quantity of furniture. In other portions were stored window frames and sash, as well as some hay.

The lower wall of the structure is of stone, the top part being frame and slate, with a slate roof. It is thought the fire started in the portion in which the hay was stored.

The roof was destroyed, as well as much of the goods stored in the second floor, and a portion of the main structure. Damage is estimated at between \$1500 and \$2000.

The fire companies from Langhorne, South Langhorne and Halmerville were summoned and were instrumental in saving a fair portion of the barn and garage.

Rohm & Haas Bowlers
Outpoint Y. M. A. Team

At the Bristol Recreation Centre last evening the Y. M. A. bowlers were outpointed by a team from Rohm & Haas Company.

The work of the members of the Rohm & Haas team was very good for the first match of the season, and Wenzel is to be commended for his score, averaging 198 points per game.

The scores:

Y. M. A.			
	1st	2nd	3rd
Smith	133
Fegley	177	124	...
Hellyer	113
Boyd	198	168	159
Ratcliffe	131	218	178
Smoyer	...	144	140
A. Phipps	...	191	121
R. Phipps	155
Totals	752	845	753

ROHM & HAAS CO.

	1st	2nd	3rd
Stewart	174	159	223
Yates	190	156	173
Encke	167	183	182
Roper	182	225	179
Wenzel	137	194	213
Totals	900	897	961

Almar Buys Stores Of
National Grocery Company

The Almar chain grocery and meat stores have purchased the 16 grocery stores in Trenton and six others in the vicinity, including the one on Mill street in Bristol, from the National Stores Company, a Trenton concern.

The sale was sanctioned yesterday by Judge Relstab of the United States District Court in Trenton. The purchase price was not revealed.

Backes & Backes, counsel for the creditors' committee, yesterday stated that the price would largely depend upon the amount of stock in the stores sold.

The National Stores Company recently experienced financial difficulties. Clifford A. Worthington, Trenton, was named as receiver.

At the time when the receivership was instituted the company's liabilities were estimated at \$69,000 and its assets at \$150,000.

The stores will be restocked and operated by the new owners.

GIRL IS BORN

Mr. and Mrs. Hugh Riggs, of Bath Road, are the proud parents of a baby girl, born yesterday afternoon.

JAIL TERMS GIVEN
DRUNKEN DRIVERS
AT COUNTY COURT

Fines Are Also Imposed By
Both of The Judges
Presiding

LECTURES DEFENDANTS

Judges Reprimand Intoxicated
Auto Drivers Before
Sentencing

Disposition of Cases

Frank W. Raikes, of Doylestown: Charge, larceny by bailer, receiving stolen goods; charges withdrawn and case nolle-prossed.

Thomas Davey, of Ambler: Charge, operating a motor vehicle while under the influence of intoxicating liquor; pleaded guilty; sentenced to pay a fine of \$200 and costs and serve three months in the Bucks County Prison.

James Neese, of Columbus, Ga.: Charge, assault and battery with intent to kill, aggravated assault and battery, assault and battery, and carrying concealed deadly weapons; verdict, not guilty of first count but guilty on all others; sentenced to pay a fine of \$100 and costs and serve not less than eighteen months or more than three years in the Eastern State Penitentiary.

Joseph Patton, of Centre Square: Charge, fornication; sentenced to pay a fine of \$100 and costs.

Olaf Erleson, of Morrisville: Charge, robbery, larceny from the person; verdict, not guilty.

George Rugaber, 212 Brunswick avenue, Trenton, N. J.: Charge, operating a motor vehicle while under the influence of intoxication liquor; verdict, not guilty, and costs placed on the county.

Maurice D. Simpson, of Langhorne: Charge, operating an automobile while under the influence of intoxicating liquor; verdict, guilty; sentenced to pay a fine of \$200 and costs and serve four months in the Bucks County Prison.

Robert Naylor, of Holicong: Charge, operating an automobile while under the influence of intoxicating liquor; verdict, guilty; sentence deferred until Wednesday noon.

Charles E. Frederick, of Doylestown: Charge, operating an automobile while under the influence of intoxicating liquor; pleaded guilty; sentence deferred until Wednesday noon.

Thomas Corrigan, of West Bristol: Charge, operating an automobile while under the influence of intoxicating liquor; pleaded guilty; sentenced to pay a fine of \$200 and costs.

(Special to Courier)

DOYLESTOWN, Sept. 14.—Drunk drivers were presented with their promised dose in criminal court yesterday when the first contingent of defendants charged with operating automobiles while under the influence of intoxicating liquor, were sent to prison and fined.

Only one defendant escaped prison sentence. He was Thomas Corrigan, of West Bristol, who pleaded guilty before Judge Samuel E. Shull, of Stroudsburg, who is assisting Judge William C. Ryan this term. In Court No. 2, Corrigan, told his story to Judge Shull. The defendant testified that he had taken "three drinks of whiskey" on July 11. When he drove his automobile on a highway near Crofton there was a crash in which Walter Maurer, who was walking along the highway, was hit.

Constable Thomas Crawford, of Bristol township, called as a character witness for the defendant, testified that he never knew Corrigan to take a drink and get into trouble. James Rieley, of Bristol, also testified the same thing.

"I have no leniency to be shown for a drunken driver," declared Judge Shull, "but the defendant in this case was the most damaging witness, even more so than the Commonwealth. I do not want to be mistaken in not imposing a prison sentence in this case, for it is the first time that I have ever left a drunken driver off without a prison sentence. It is because of the weak case of the Commonwealth and I will treat it differently. In addition to the fine of \$200 and costs I direct the license of Corrigan be revoked for a period of one year."

James Neese, of Columbus, Ga., who was convicted yesterday before Judge Ryan in Court No. 1, of aggravated assault and battery, assault and battery, and carrying concealed deadly weapons, escaped with a light sentence in the opinion of court officers. The jury acquitted Neese of assault and battery with intent to kill.

"The jury was very kind to you," remarked Judge Ryan to the prisoner before pronouncing sentence. "I am at a loss to know how the jury found you not guilty of assault and battery with intent to kill."

Neese, who shot Max Klein, Fallington gasoline station proprietor, (Continued on Page Four)

The Bristol Courier

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WEDNESDAY, SEPTEMBER 14, 1927

THE HIT-AND-RUN DRIVER

As motor traffic has increased accidents have multiplied. More accidents have meant more hit-and-run drivers. And every new case of hit and run has added to the public resentment toward those who fail to offer or give aid to a pedestrian they have run down or to the occupants of another automobile with which they have collided. The situation is so acute, in the opinion of the American Automobile Association, that it has offered a reward of \$100 to every person giving information leading to the apprehension and conviction of a hit-and-run driver.

There is nothing obscure about the law, now possessed by virtually every state, which makes it mandatory for the motorist whose car has figured in an accident to render aid to those in the other machine and to furnish his name and address if they are requested. There is nothing unjust in such a law but there is much that is not humane in the person who will leave the victim of a traffic accident to die in the road. The motorist who injures another, if he is blameless, usually wants an opportunity to explain the accident to the authorities and to succor the injured.

Those who understand human nature know that not all hit-and-run drivers are devoid of honesty and humanity. Some flee in blind terror, though the responsibility for the accident is not theirs. Society and the courts must recognize a distinction between these and the type of driver who never tries to avoid an accident but always tries to evade the consequences for his recklessness. It is doubtful if even the threat of long imprisonment can cure the more pronounced cases of both types, and only universal temperance will stop men, under the influence of liquor, from hitting and running.

VICTORY FOR SCIENCE

Let the anopheles quadrimaculatus take warning that his days are numbered and he is marked for early and total extinction. He will soon be as dead as the dodo, going down to his grave unwept, unhonored and unused.

The anopheles quadrimaculatus, he it understood, is a mosquito, common in the Southern United States, which is a carrier of malaria germs and has a fondness for injecting the germs in human blood.

This mosquito transmits malaria to 3,000,000 Americans in a year and causes the death of 2,000,000 persons throughout the world in a twelvemonth. The nation's annual economic loss through the activities of this disease carrier is placed at \$100,000,000.

The death knell of this deadly member of the mosquito family was sounded when the Rockefeller Foundation announced it has found a way to extend its anti-malaria campaign into sections still infested and is hopeful of bringing about the speedy execution of the last swarms.

Considering the destructiveness of this insect, local governments in infested areas should aid in its extermination and even industry, which suffers through loss of services of stricken workers, could wisely invest some of its earnings in destroying breeding places.

Thank heaven! When traveling is done in the air, the billboards will be on the roofs.

A good reputation, like charity, covers a multitude of sins.

News of Nearby Towns

SOUTH LANGHORNE

About 50 members of the Drager family attended their annual reunion at the home of Mr. and Mrs. August Drager, at Mt. Airy, on Saturday. A delightful time was enjoyed in games and social pastimes. Among those present were families of August Drager, Jr., of White Horse, N. J.; Lenos Adams, Trenton, N. J.; Adolph Drager, Fallsington; Charles Balderston, Charles O'Brien and families, South Langhorne; and George Worrell, of Yardley. Mrs. Worrell will have charge of next year's reunion.

Mr. and Mrs. Cedars spent Sunday out of town.

Mr. and Mrs. Daniel Bilger, Jr., entertained relatives on Sunday.

Miss Gladys Vandegrift spent a few days with Mr. and Mrs. Lewis Carver.

Miss Blanche Blittie spent the week end at the home of Mr. and Mrs. J. Bailey, in Reading.

Mrs. Jane O'Brien and daughters spent the week-end in Atlantic City.

Frank Roeder and Miss Mary Devlin spent the week-end in Atlantic City.

A party was tendered for the son of Mr. and Mrs. John Morasch, on Thursday evening.

Charles Doyle has improved his garage with a new coat of paint.

The honeymooners, Mr. and Mrs. John Doyle, returned home on Saturday evening.

The regular monthly meeting of the Full-Fashioned Hosiery Co. workers was held in the Redmen's Hall on Sunday.

Hulmeville

Daniel Flum has had a concrete walk laid leading from the front porch of his home to the street.

This evening the Women's Home Missionary Society of the Methodist Church will conduct a business meeting at the home of Mrs. Jesse C. Everett.

The Peppy Pals sewing class was entertained last evening at the home of Miss Margaret W. Smith.

Miss Marion E. Peck has again entered upon her studies at the West Chester State Teachers College.

Fallsington

James Hergert, who is attending school at Pittsburgh, has been spending a short vacation with his parents, Mr. and Mrs. William Hergert.

George Drews has returned from a visit to his brother, Harry Drews, of Huntingdon Valley.

Miss Charlotte L. Kirby, who has been spending the summer with her parents here, has returned to her school near Richboro.

Silas Roberts and family have moved from Emille to Fallsington.

Mr. James Tarnian, of Harrisburg, a former teacher here, was visiting the schools on Thursday.

Mr. and Mrs. David C. Saylor and son, who have been spending the summer here with Mr. and Mrs. Evan Saylor, have left here, the former to resume his duties as instructor in Carnegie Institute, Pittsburgh, and Mrs. Saylor and son to the home of her mother, Mrs. Grady, of Trenton.

where she will visit for a short time before joining Mr. Saylor.

Mrs. William Wolf is substituting for Miss Winters of the Falls Junior High School, who owing to a recent operation was unable to begin the term.

Mrs. Edward H. Croasdale, of Morrisville, visited her son, E. Croasdale Tomlinson, recently. Mr. Tomlinson and family moved to Philadelphia on Thursday.

Mrs. Carver, of Langhorne, has been spending some time with her daughter, Mrs. Edward Lucas.

Watson Hibbs, of Pittsburgh, has been visiting his parents, Mr. and Mrs. Albert Hibbs.

Mr. and Mrs. Leroy Wildman, of Langhorne, and Mr. and Mrs. High, of Philadelphia, spent Labor Day with their parents, Mr. and Mrs. John T. Fish.

Ulysses and Thomas Clark, of New York, spent Labor Day with their brother and sister, Andrew and Elizabeth Clark, at the old Clark home-stand.

Mrs. Margaret Lane attended the Naylor reunion at Lahaska, on Monday.

Miss Anna Watson, of Trenton, was a supper guest of Miss Anna Moon, on Monday.

Horace Reeder, of Newtown, conducted the services in All Saints Church on Sunday morning.

Mr. and Mrs. Watson Moon, and daughter Emma, attended the funeral of Nelson Craft, in Trenton, on Thursday.

Mrs. John Watson and Betty Watson, of Trenton, have been spending some time with Mrs. Fred Watson.

Patience Hartman and Anna Sthen, have returned home after spending the summer at Avalon.

Helen Bacon is attending Rider College, in Trenton.

Roland Bacon, who has been spending the summer at Pocono Mts., has returned home.

Mr. and Mrs. James Stradling celebrated their 50th anniversary on Sunday. They had 14 children, 12 children still living, 19 grand-children and one great-grandchild.

John Ellis had his ankle broken on the Fallsington school grounds while playing ball on Thursday. Dr. Read.

LISTERINE THROAT TABLETS

Antiseptic
Prevent
& Relieve
Hoarseness
Sore Throat
Coughs

Made by
Lambert Pharmaceutical Co., St. Louis, U.S.A.

Langhorne

John E. McCully, of Philadelphia and Langhorne Manor, is making extensive improvements to his estate. The work is being done under the supervision of P. M. Candy, landscape gardener and contractor.

Miss Florence Wildman, of Bronxville, N. J., recently spent several days with her father, Alfred M. Wildman. The attractive residence of Frank Whitman is rapidly nearing completion.



Irish Hearts

By MOLLIE MALONE

Copyright 1927, Warner Bros. Pictures, Inc.
"IRISH HEARTS," with May McAvoy, is a Warner Bros. picturization of this novel.

SYNOPSIS

Sheila Kildare and her father emigrate to America from Kildare, Ireland. They have followed Emmett Murtough, to whom Sheila is betrothed. Neither Murtough nor Kildare will hold steady jobs and Sheila goes to work as a waitress. She makes friends with the family of Rory O'Shea, a professional boxer, whose kindness interests her. Murtough joins a boot-legging gang and becomes involved with a cabaret girl. Rory wins his fight with Campeau. The purse is \$2,500.

CHAPTER IX—Continued

Sheila did not know that in America she more than four million young men became excellent boxers in the training camps and that the ring when man pits strength and skill and quickness of limb and eye against the same even qualities of another man that it is no longer hideous but a brave sight.

Sheila had shuddered as she mentally pictured the blood streaming over Rory's face and she recalled her curiosity and the repugnance she felt when first she noticed the shapeless car which Rory wore modestly. A cauliflower ear is nothing to boast of, not even among fighters! She wondered before she fell asleep what Rory O'Shea would decide to do. Would he continue to try for the championship or would he start into business for himself with his winnings. Twenty-five hundred dol-

"Who's that?"

Three men stood in the road two hundred yards ahead. As the cars approached one stepped across to the right and waved his arm. Murtough drew his automatic out of its shoulder holster. Devlin struck him with his elbow. "Not that!" Devlin slowed down. "Halt!"

The car came to a stop and one of the figures on the left stepped to the running board. His companion covered the occupants.

"What's in the truck, fellow," demanded the leader.

"How should I know," answered Devlin. "Ask the driver maybe he knows."

"You're plotting it; what's in it?"

"Go on; why should I be plotting a truck just because I'm driving ahead of it?"

"Oh, we're wise. Come on now, let's get at this."

"Well, what's it all about," demanded Devlin. "Who are you and what right have you got to stop anybody?"

"We're agents," the spokesman threw back his coat and showed a badge.

"Yeh, you're fine agents," jeered Devlin. "In what alley did you pick up those badges?"

"We'll show you. Climb into the back seat there, you two. Sam, get on the driver's seat of the truck and cover both those men. Dan, you sit in the back here; I'll drive."

"Yes, you will. Come on now; what's all the play for. How do we know you're agents. Anybody can get a couple of fake badges. I don't think you're agents at all. What you want is some spending money. Well, how much?"

"Your money can't fix us, we're on the level."

"I don't believe it. Come on, you got us stopped. How much?"

"You're pretty wise at that. Suppose we ain't agents; just the same we got you and we can run you in to the nearest station; then where do you get off?"

"Oh, it may cost a couple of hundred in cash, but to tell the truth we want to get into the city. We don't want to lose any time."

"That sounds reasonable. It's your turn to talk."

"I'll slip you fifty a piece. And it's a good job for you. A ten minute stick up and a hundred and fifty. How about it?"

"Behave! Do you think we're young. Two hundred for each of us."

"Never! I'd rather ride into the station," bluffed Devlin. "Besides I haven't got that much." Devlin reached into his trousers pocket and pulled out some bills. He counted them in front of his captors. There were \$225. "Here I've got three twenty fives. I need the twenty five. You take the rest. How about it? Then none of us lose any time."

The spokesman of the trio reached for the money. Devlin held it back.

"Not yet! Call your man off that truck and stick your guns in your pockets. Line up there on the right, the three of you."

The leaders of the three hold-up men called his companions and they grouped themselves on the right of the pilot car. Devlin handed the bills to Murtough.

"Come on, Dick," he cried to the driver of the truck. The truck sped up and passed the pilot car. "Give him the dough," said Devlin and Murtough handed it over. "Good-by, you cheap grafters," cried Devlin as he stepped on the gas. In a few minutes he had overtaken the truck and was again in the lead at a pace of forty miles an hour.

"Why, didn't you run by 'em or run 'em down," asked Murtough.

"I knew they weren't real hi-jackers. No hi-jacker is going to stand in the middle of the road a target for bullets. They may be cheap grafters, actually attached to the enforcement division, or they may be small time crooks who fake up badges and take chicken feed. And, you can't always tell what those cheap guys'll do. One of 'em may be hopped up just enough to shoot without any reason and then you're in a jam, even if nobody gets hurt. You got to use judgment in this game, boy."

At four-thirty o'clock the pilot car and the truck drove into the garage which was the blind for the cache in the city. Devlin and Murtough walked east to Ninth Avenue and there took taxicabs to their lodgings. Before the cab driver reached Murtough's rooming house Emmett decided to call on Clarice at the Castle. He ordered the cab to wait while he washed and put on a more presentable suit and half an hour later he was greeted with squeals of delight by Clarice. There were still half a dozen parties on and as they left one at a time, other parties, all in evening clothes, drifted in from the entertainment night clubs downtown; but the morning proved to be a quiet one. Murtough ordered a truckman's portion of bacon, eggs and drinks and contented himself to wait until Clarice would be excused.

(To be continued)

NOTICE

Vacation and Tax Clubs NOW OPEN

50c, \$1, \$2 and \$5 per week

The Bristol Trust Company

BOROUGH AND SCHOOL TAXES FOR 1927

Notice is hereby given that Borough and School taxes for the year 1927 are due and payable to my office, No. 210 Radcliffe street, Bristol, Bucks County, Pa., between the hours of 9 and 12 A. M. and 1:30 and 4 P. M. on all business days. In addition to above hours, Taxes will be received from August 24th to 31st, inclusive, at night from 7 to 9 o'clock (Daylight Saving Time).

On all Borough Tax for General Purposes paid on or before August 31st, 1927, A REBATE OF FIVE PER CENT. WILL BE ALLOWED.

On and after September 1st, FIVE PER CENT. PENALTY WILL BE ADDED THERETO, together with the costs allowed by law.

All school tax will be received flat (without any discount), up to and including the 30th day of September, 1927, after which date FIVE PER CENT. WILL BE ADDED THERETO and collected in accordance with the Act of Assembly approved May 18th, 1911.

No tax received at night before August 24th, 1927.

FRED I. KRAFT,
Tax Collector.

HOUSES

that can be made into HOMES

Two-story brick residences containing six rooms and bath. All newly papered and painted throughout. Conveniences which are to be found in any modern house today—electricity, gas, hot air heater, water. Front porches of ample size and large bay-windows on second floor. A rear yard just big enough to be kept neat and attractive. With the touch of a housewife these dwellings can be made into real homes of comfort. Rents are very moderate. Location is good.

For Information See

SERRILL D. DETLEFSON, Agent

Bristol Courier Office, Beaver and Garden Sts.

Apartments and Stores for Rent — Phone 156

BUSINESS DIRECTORY

The Business People Advertising in These Columns
Are Just as Far Away from You as Your Telephone

BOOST BRISTOL BY BUYING IN BRISTOL

CHIROPRACTOR

Dr. Walter H. Smith
Licensed Chiropractor
321 Mill Street Telephone 480

FOR SALE

BRICK, STONE and LUMBER
For Construction, On
LANDRETH'S FARM
Phone 238-J-4 JOHN SILVI

CHIROPRACTOR

William H. Moyer, D. C.
Palmer Graduate
2nd Floor, Weldemer Hotel
Phone 561 409 Mill Street

MATRIMONIAL

Get your Marriage License from
SQUIRE WALMSLEY
Ceremony Quietly Performed
Sensible People Come Here
Cedar Avenue Croydon, Pa.
Phone 266-J-2

PAPERHANGING

J. T. HINCHLIFFE
Newport and Bridge Roads
Newportville Terrace
Phone Hulmeville 16-R-7
P. O. Add.: R. F. D. No. 2, Bristol

Advertising
In This Space—
\$4.00 per Month

FUNERAL DIRECTOR

Harvey S. Rue Estate
Funeral Service
825 Mill St., Bristol Phone 71

RADIOS

Koister and Crostley
We Install & Demonstrate Free
ARTHUR G. BRITTON
Authorized Dealer
211 Penn St., Bristol Phone 534

Philadelphia Textile School

of the
Pennsylvania Museum and School of Industrial Art
FORTY-FOURTH SEASON

OPENS OCTOBER 10TH, 1927

Last Day for Registration—October 5, 7 P. M.

Illustrated Circulars of the Art and Textile Department Sent on Application

Textile Designing for Harness and Jacquard Fabrics; Wool and Worsted Yarn Manufacture; Chemistry and Dyeing; Lectures on Loom Fixing; Weave Formation; Fabric Analysis and Calculation; Color Harmony; Wool Grading; Silk Analysis and Calculations.

E. W. FRANCE, Director

BROAD AND PINE STS., PHILADELPHIA

NEW COLONIAL THEATRE

WOOD STREET, AT PENN, BRISTOL, PA.

TONIGHT

KEN MAYNARD

—IN—

THE HAUNTED RANGE

A rip-snorting, straight-shooting, hard-riding Western
that will have you gasping

Episode No. 2 of "King of the Jungle"

—also—

Good Comedy and News Reel

LOCALS

EVENTS FOR TONIGHT

Meeting of Italian Welfare Association.
Meeting of Camp No. 89, P. O. of A. I. O. O. F.

—Mr. and Mrs. William Borchers and family, of Cleveland street, accompanied by their guests, Mr. and Mrs. Arthur Franks and Mrs. Mary Drach, of Bristol, and Jack Hawkins, of Bristol, visited recently in Ocean City.

—Miss Harriet Leech, daughter of Mr. and Mrs. Alvin Leech, of Wood street, has entered as a student at Rider College, in Trenton, N. J.

—Mr. and Mrs. Edgar Klamber, of 225 Madison street, joined Mrs. Klamber's parents, Mr. and Mrs. Charles Welby, of Philadelphia, at Atlantic City, N. J., where they witnessed the pageant for several days last week.

—Mrs. A. Griggs, of Trenton, N. J., is paying a week's visit to her son-in-law and daughter, Mr. and Mrs. Robert Cochran, of 348 Harrison street.

—Mr. and Mrs. J. B. Fisher, of Frenchtown, N. J., and Mr. and Mrs. M. W. Alpaugh and sons, Lardner and Stanley, of Kingswood, N. J., have returned to their homes from a four days' visit to Mr. and Mrs. Roy Fisher, of North Radcliffe street.

—Mr. and Mrs. James McIlvaine, of 1628 Wilson avenue, were recent guests of Mr. and Mrs. Paul Runyan, of Frankford, Pa.

—Mrs. Mary Griffiths and her daughter, Mrs. Elizabeth Marshall, of Pond street, spent the week-end and Labor Day in Hazleton, Pa., visiting relatives.

—Mr. and Mrs. Ralph Downs, of Port Jervis, N. Y., passed the holiday season at the home of Mr. Downs' parents, Mr. and Mrs. John Downs, of Radcliffe street.

—Mrs. Maurice Grossman, of Otter street, was operated upon recently at St. Agnes' Hospital, Philadelphia. She is still in that institution undergoing treatment.

Mr. and Mrs. George De Bell and family, of Maple Beach, spent the week-end and Labor Day at Merchantville, N. J., with relatives.

—Mrs. Albert Comfort, of White Horse, N. J., was a dinner guest of Mrs. L. E. Pope, of 310 Washington street, September 6th.

—Mr. and Mrs. Harvey Deitrick, of Madison street; Mr. and Mrs. John Bruden and Miss Mary Helsel, of Swain street, motored to Gettysburg over the week-end.

—Bill Jones, of Philadelphia, spent Sunday with James Estep, Jr., of Cedar street.

—Wilmer E. Hibbs, of Mill street, and Mr. and Mrs. Andrew Fenton and daughter, of Clymer street, motored to Atlantic City, N. J., on Sunday, where they spent the day.

—Mrs. Annie Emberton and Mrs. Frank Lechner and grandson, Bobby, of Trenton, N. J., were recent guests of Mr. and Mrs. Alvin Leech, of Wood street.

—Mrs. Annie Groom has moved from Radcliffe street to 210 Jefferson avenue, where she has taken a small apartment in the home of Mr. and Mrs. John Welks.

—Mrs. Thomas Vandegrift, of Wood street, is confined to her home by illness.

Mr. and Mrs. Russell Carty and daughter, of Pond street, and Mr. Rue and son, William, visited relatives in New York over the week-end and Labor Day.

—Mr. and Mrs. Harvey Stoneback and daughter, Shirley, of Jefferson avenue, motored to Asbury Park, N. J., on Sunday.

—Mrs. George Hibbs, of Mill street, invited a few friends in one day last week to help celebrate the birthday of her grandchildren, Elsworth, whose birthday occurred July 27th; Phyllis, August 9th, and Lee, August 31st. A supper was served to the guests at five o'clock. A large birthday cake

Bristol's Growth Revealed By Joseph R. Grundy

(Continued from Page One)
healthfulness incident to such conditions.

The settling of the Delaware River Valley began, and from Allentown down to Easton the Delaware became polluted. Also, Bordentown, on the other side, polluted it; and the water our people were obliged to drink from the then existing water system—became progressively more injurious to their health, especially during the winter, when the river would freeze over and the water could not aerate thoroughly.

Great illness came about. Those who operated our mills found that when the river was frozen over they would have as high as 20% of their help out because of illness. Typhoid fever and diphtheria became very prevalent; and our death rate was very high in proportion to our population.

These conditions gradually quickened an interest on the part of those who were interested in the industries that were here and in the civic side of our community life, and an effort was made to correct the situation from the standpoint of the water supply. But our petitions to the water company met with very little consideration.

They practically were not acknowledged at all, and finally a number of us got together, including the Burgess and our Borough Attorney, Mr. James, and Dr. Abbott, who always had an interest in these matters, Mr. Rathke, who is sitting here, and a few others I might name who are in the audience, and we took a survey of the town.

In the first place we found we were under the very heavy handicap of a lack of borrowing capacity, by reason of the fact that some years prior to the adoption of our present constitution—at just what period of time I am unable to state—some frugal soul had been so fearful in the interest of the taxpayers that he had gone to the Legislature and got a statute passed which prevented the Borough from going in debt to an extent greater than \$10,000.

So, when we started out in our survey of the condition of the Borough, we found we were limited in our expenditures for the improvement of

conditions here to simply what we could get out of our taxpayers. We had property here to the valuation of two and a half million dollars, and the law limited us to a tax-rate of ten mills. So we could not possibly get our hands on more than about \$20,000 of money out of the tax-rate for the upkeep of our Borough.

Of course, that amount was inadequate for any problem of the kind that we had; and it is possible that the water company felt so secure in ignoring our petitions because of their knowledge of the great handicap under which we were laboring.

This situation was studied with great interest on the part of the gentlemen whose names I have mentioned, and others; and finally, through the intelligence of our Borough Attorney, we found it was possible to go before the State Legislature—or, rather, go to the County Court, under an old Act of the Legislature—and have so much of our charter annulled as regulated our borrowing power. And that would put us under the provisions of the then "General Boroughs Act," which permitted boroughs to borrow up to seven per cent. of their assessed valuation.

So his advice was immediately taken, and we went to the County Court and had the \$10,000 provision knocked out of our charter—which gave us the opportunity of borrowing money.

In the meantime, the gentlemen whose names I have mentioned, and others, became members of Borough Council, and by their influence had the governing body of the town take the initiative to have that provision removed from the charter.

That permitted us then to find ourselves in somewhat the position of a family that had been very respectable but poor and some miserly relative had died and left them an inheritance.

Through that we found ourselves in possession of \$175,000 of borrowing power that could be used for the benefit of the people.

The next problem that confronted us was: What could best serve our people by the expenditure of that \$175,000? Of course, the water problem was the one that had been giving us the greatest concern, and the indifference of the old company, and the manner in which they had been treating our people—the great mass of working people of the town who had to depend on the Borough Water Company for water—had aroused great antagonism. They were unable to get

(Continued on Page Four)

Water Gap
Round Trip
\$2.50
and Stroudsburg
Round Trip
\$2.00
Belvidere
Round Trip
\$1.75
Phillipsburg
(Easton, Pa.)
SUNDAY, SEPTEMBER 18
Special Train Daylight
Saving Time
Lv. Bristol 9.20 A. M.
Lv. Trenton (Clinton Street) 9.34 A. M.
Lv. Trenton (Warren Street) 9.39 A. M.
Returning
Lv. Stroudsburg 7.20 P. M.
" Water Gap 7.30 P. M.
" Belvidere 7.45 P. M.
" Phillipsburg (Easton) 8.10 P. M.
Pennsylvania Railroad

Classified Advertisements

Advertisements inserted under this heading cost a minimum charge of 25 cents each day, three days 60 cents; more than three consecutive times one-half cent per word, each day, after the second day.

POLITICAL

FOR REPUBLICAN NOMINATION
SHERIFF
BUCKS COUNTY
T. HART ROSS
Southampton Township
Primary Election, Sept. 20, 1927
Your Vote and Support Respectfully Solicited

FOR REPUBLICAN NOMINATION
COUNTY TREASURER
BUCKS COUNTY
HENRY S. JOHNSON
Richland Township
Primary Election, Sept. 20, 1927
Your Vote and Support Respectfully Solicited

LEGAL

Public Sale

of machinery, lumber, sash, doors, etc., of Stallone & Co., Jefferson avenue and Mansion street, Bristol, Pa., Thursday, September 15, 1927, at 10.30 a. m. (daylight time), partly described as follows:

The machinery of a sash and door mill, consisting of planing, mortising, framing and polishing machinery, band and circular saws, No. 2 saw mill and carriage for sawing logs, 5 motors from 3 to 20 h. p., gas engine; 3 concrete block machines, with 600 plates; chimer grinders, wheelbarrows, jacks; road scraper, in good order; drill press, emery stone, blacksmith forge and anvil, corn sheller, vises, cook stove and hot water boiler, grind stone, suction pump, mason hods, work benches, shafting and pulleys.

The lumber consists of all sizes and lengths from 2x3 to 12x14 in. hemlock and yellow pine; lot of new and second-hand flooring, boards of all widths, 5000 shingles, plastering lath, plaster board, thousands of feet of trim and moulding of all descriptions; 500 sash, all sizes; lot of new and second hand doors and frames; terra cotta pipe, 8 to 18 inches; lot of 4- and 6-inch drain tile, iron fence posts, 4 iron girders, suitable for bridges; several smaller sizes, lot of cinder blocks, several hundred second-hand brick; concrete columns, caps, bases and balusters for porches; 25 door checks, all kinds of hardware, lot of new and second-hand belting, oils and paints, several lengths of suction hose.

We have itemized only part of the goods to be sold. There will be some one on the ground to show the goods any time before the sale. THIS IS A POSITIVE SALE as the premises have to be vacated by October 1st, 1927. Machinery will be sold at 2 o'clock. Terms, cash.

J. C. EVERITT, Agent
for Stallone & Co. Company.
ROBERT CLARK, Auctioneer.
ROBERT CLARK, JR.,
and C. H. DYER, Clerks.
T-9-13-24

Estate Notice

Estate of William E. Dodds, late of the Borough of Bristol, Bucks County, deceased.

Letters of administration on the above estate have been granted to the undersigned, who request all persons having claims or demands against the estate of the decedent to make known the same, and all persons indebted to the decedent to make payment, without delay, to

FARMERS NATIONAL BANK
OF BUCKS COUNTY,
Administrator,
Bristol, Pa.

Or Its Attorneys,
BUCKMAN & BUCKMAN,
405 Lincoln Bldg., Philadelphia.
8-21, 9-7, 14, 21, 28, 10-5

Estate Notice

Estate of Cornelia M. Valentine, late of Bristol Borough, Bucks County, Pa., deceased.

Letters of administration c. t. a. on the above estate having been granted to the undersigned, all persons indebted to said estate are requested to make immediate payment, and those having legal claims to present the same to

SAMUEL T. VALENTINE,
Administrator,
322 Raceville street,
Bristol, Pa.
JOHN LESLIE KILCOYNE,
Attorney,
505 Bath Street, Bristol, Pa.
8-21, 9-7, 14, 21, 28, 10-5

Estate Notice

Estate of James Dougherty, late of Bristol Borough, Bucks County, Pa., deceased.

Letters testamentary on the above estate having been granted to the undersigned, all persons indebted to said estate are requested to make immediate payment, and those having legal claims to present the same to

MARGARET DOUGHERTY,
Executrix,
826 Pine Street, Bristol, Pa.
MARY FOSTER,
Executrix,
607 Beaver Street, Bristol, Pa.
JOHN LESLIE KILCOYNE,
Attorney,
505 Bath Street, Bristol, Pa.
8-21, 9-7, 14, 21, 28, 10-5

COURIER JOB PRINTING
IS THE BEST AND CHEAPEST
IN BUCKS COUNTY

FOR SALE

CORD WOOD and firewood. Deliveries made. Joseph P. Canby & Son, 'phone Hulmeville 3-R-3. 3-11-4

CHEVROLET COACH, 1924 model, No. 327733, owned by William Wylie, will be sold for storage at the Royal Garage, 912 Pond street, Friday, September 16th, 1927. 8-11-29

STOVE AND HEATER WOOD. Open fire-place wood, cut any length, \$5 per load. P. W. Grunert, Green Lane, Bristol, Pa. 8-23-24

PAIR GOOD, BIG WORK MULES, seven and eight years old. Used to farm work. Apply to H. C. Tyrol, Burlington Island. 9-8-61

FOUR-ROOM END HOUSE, 200 block on Jackson street. Front and rear porches enclosed. Garage. All improvements and conveniences. Inquire of Russell B. Carty, Monroe and Pond streets. 9-8-61

ELECTRIC IRONER, price \$50. T. Bythway, State Road, Eddington, Pa. 9-10-61

LUMBER from \$10 to \$30 per thousand feet. Faus Engineering Company, Bristol, Pa. Phone 338. 9-12-61

ELECTRIC FIXTURES for store, home and office. Faus Engineering Company. 9-12-61

WHIPPET COACH, new, 1927, run only 3800 miles. Bargain for quick sale. Also refrigerator, bookcase and bureau. All practically new. G. W. Gunner, 508 Radcliffe street, 'phone 222. 9-13-31

GASOLINE FILLING STATION, at Croydon, right on highway, facing railroad station. Has restaurant and grocery store attached. The price is very reasonable as it must be sold at once. Charles La Polla, 214 Market street. Phone 176-W. 9-14-41

FOR RENT

FOUR BUNGALOWS on Venice avenue, ten rooms, with garage, hot water heat, all conveniences; dwelling, 938 Beaver street, large roomy house with all conveniences; Store in Colonial Theatre Building. Apply Lester D. Thorne, assignee, The Bristol Trust Company, Bristol, Pa. 6-29-t

DESIRABLE HOMES along Delaware river. Six rooms. Conveniences. Large lot. Rent \$40.00 a month. Delaware River Realty Co., Russell B. Carty, agent. 8-21-tf

DWELLING, 650 Pine street, seven rooms. In good condition. Rent \$20. Possession at once. Apply to Francis J. Byers, real estate broker. Phone 226. 9-2-41

APARTMENT, three rooms and bath, furnished or unfurnished. Apply 508 Radcliffe street. 9-5-61

HALF OF DOUBLE HOUSE, 6 rooms, bath, hot water heat, electricity, stationary tubs. Rent reasonable. With or without garage. Inquire Joseph Ellis, Riverview avenue, Edgely. 9-13-31

GARAGE, 317 Washington street. 9-13-31

MISCELLANEOUS

UNDERTAKER—William I. Murphy, 316 Jefferson avenue, Bristol, Pa. Phone 414. 8-6-tf

MONEY TO LOAN on good first mortgages. Quick settlements. Apply to J. Edward Lovett, 568 Bath street. 8-2-tf

LOADS TAKEN TO EASTON or any nearby town. Call 143-W any time after 6 P. M. 9-14-31

HELP WANTED—MALE

AGGRESSIVE YOUNG MAN with sales ability, for Bristol, to do special promotion work for a large organization. One capable of handling boys. Liberal salary and commission. Excellent future. Write Box L, Courier office. 9-13-5t

HELP WANTED

SELL PERSONAL X'MAS CARDS. Names embossed in gold. Everybody buys at \$1. dozen up. 50% commission. Samples free. Dunbar Corp., New Brunswick, N. J.

SITUATIONS WANTED

INTELLIGENT, progressive man, with initiative, ability, knowledge of book-keeping, fine business correspondent, collector and handy with tools, desires place with moderate salary. Torresdale to Tullytown. Address C. H. Box C, Bridgewater, Pa. 9-8-61

LOST

WALLET, containing sum of money, driver's license. Name engraved inside. Reward if returned to Eugene McCole, 701 Garden street, Bristol, Pa. 9-12-31

Other Classified Ads on Page Four

Two Jersey Governors



Photo by Strohmeyer

A. Harry Moore, Jersey's Chief Executive, showed himself to be perfectly at home with another Jersey leader, Benedictine's Oxford Lad, grand champion at the Trenton Fair last season. Governor Moore will be host to the Jersey politicians at this year's exposition which will be held from September 26 to October 1 and will also view the exhibits of the State Institutions at the Fair.

EXHIBIT AT THE

DOYLESTOWN FAIR

OCT. 4-5-6-7-8 } DAY AND NIGHT

THE PLACE TO SHOW YOUR

Horses, Ponies, Cattle, Hogs, Sheep, Poultry, Dogs and Pet Stock, Fruit, Grains and Hay, Vegetables, Sewing, Baking, Preserving, Pickling, Canning, Flowers, Art Work, Antiques, etc.

No entrance fee except in Poultry and Cattle Departments.

ENTRIES POSITIVELY CLOSE SEPT. 27th

Write at once for Premium List and Entry Blanks or for any information in regard to the Fair.

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Saturday, October 1st, 1927, through Saturday, March 24th, 1928. Register now. Tuition fee, \$25. Registration fee, \$1.

The Saturday classes are arranged for teachers who are interested in seeking broader artistic experience in drawing, color and design, modeling, pottery, and subjects concerning methods, theories and practice teaching.

SATURDAY MORNING JUNIOR CLASS

Saturday, October 1st, 1927, through Saturday, March 24th, 1928. Register now. Tuition fee, \$10.00.

The Saturday morning junior classes are arranged for beginners of any age under twenty and over six, and particularly for students of high school age. The course is designed to give the student experience in illustrative drawing, drawing from cast, color and design.

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THE SATURDAY MORNING COURSE IN POTTERY CONSISTS OF SHORT LECTURES ON ANCIENT AND MODERN CERAMICS; AND LABORATORY PRACTICE IN DESIGNING, FORMING, GLAZING AND FIRING POTTERY. THERE IS A SPECIAL POTTERY COURSE FOR JUNIORS.

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Illustrative Circulars of the Art & Textile Departments Sent on Application

Jail Terms Given Tippy Drivers at County Court

(Continued from Page One)

through the shoulder on the early morning of June 20, was sentenced to pay a fine of \$100 and costs and serve not less than eighteen months or more than three years in the Eastern State Penitentiary on the charge of aggravated assault and battery. Sentence was suspended on the charge of carrying concealed deadly weapons, but the Court warned Neese never to appear in the Bucks County Court again if he knew what was good for him.

Neese was arrested by Chief of Police Cooper, of Morrisville, the morning after the shooting. The defendant denied the allegations of Klein.

Judge Ryan, at the adjournment of court yesterday afternoon, before imposing sentence on several prisoners called attention to the fact that nineteen drunken drivers are listed for trial at the present term.

"We have a new record of drunken-driver cases. In spite of the fact that prison sentences and fines have been imposed, the drunken driver goes merrily on his way. This Court, so far as is possible intends to check this outrage."

Maurice D. Simpson, colored, of Langhorne, was found guilty of operating his automobile while drunk. The verdict was brought in just before Judge Ryan had made his remarks concerning drunken drivers.

"If you would have pleaded guilty the sentence would not be quite as severe in your case. I am sure that the testimony must have convinced you that you were drunk."

Simpson was fined \$200 and costs and sentenced to four months in the Bucks County Prison. He was arrested by Morrisville police in Morrisville.

George Rugaber, of 212 Brunswick avenue, Trenton, N. J., appeared before Judge Shull in Court No. 2 for trial yesterday for operating an automobile truck while drunk on Morrisville hill on May 8. A jury acquitted Rugaber and placed the costs on the county.

Rugaber, a structural iron worker appeared in court without an attorney. John L. DuBois, of Doylestown, was appointed to represent the defendant. Officer Burns, of Morrisville, who arrested Rugaber, said that he saw him driving the truck and that he saw him stagger after he got out of the truck when it stalled on the Morrisville hill.

"I smelled either liquor or wine on his breath," testified Officer Burns. Chief of Police Cooper testified that the man was not taken before a physician in Morrisville for examination because the doctors in that borough will not examine drunken drivers. Rugaber admitted that he took a drink of wine the morning he left the house, a custom that he follows out every day.

In addressing the jury, Attorney DuBois flayed the Morrisville police and pictured them as operating a police trap for motorists, and for the methods they used in the prosecution of Rugaber for not taking him before a doctor to be examined.

Olaf Erickson, a laborer in the West Morrisville yards of the Pennsylvania Railroad, was acquitted yesterday in Court No. 2 before Judge Shull, of a charge of robbery and larceny from the person. The prosecutor, aident man at the yards, was unable to identify Erickson sufficiently to warrant conviction. Erickson was arrested after a drunken brawl in which he was robbed of some money in a fight.

"Two or three drinks from the day before," Hoyt Ellis, of Elizabeth, N. J., told Judge Shull yesterday in Court No. 2, probably led to his arrest the following day for operating an automobile while drunk in Bristol at 5 o'clock on the morning of May 1. The jury took the case late yesterday afternoon and was instructed to return a sealed verdict Wednesday morning.

Robert Naylor, of Hollings, a colored servant employed by residents of that section, was found guilty yesterday before Judge Ryan of driving an automobile while drunk on May 9 between Morrisville and Yardley. Sentence in this case was deferred until Wednesday to give several former employers of Naylor a chance to be heard before pronouncing sentence. Naylor's automobile, it was testified, struck another car owned by Martin Gross, of Lawrence Station, N. J. The Commonwealth witnesses testified that Naylor was seen driving at a high rate of speed and was found so drunk in a road asleep, that he had to be carried away.

Charles E. Frederick, of Doylestown, employed by a local contractor and builder, pleaded guilty yesterday before Judge Ryan to operating his automobile while drunk. He was arrested by Patrolman Desher, of the Edison sub-station of Highway Patrol. The records show that Frederick pleaded guilty to a similar offense in 1921 and served thirty days in the Bucks County Prison. Frederick told the Court that he had taken a "couple of drinks of wine." Sentence was deferred until Wednesday.

Last Thursday, Thomas Davey, employed at the Pine Run Country Club, left home with a small bottle of whiskey in an automobile that belonged to his employer. At Edison, Davey pulled up in front of a garage where Patrolman C. W. Walker, of the State Highway Patrol, was working in civilian clothes.

Davey motioned to the officer to come over to him. It was then that Patrolman Walker saw that Davey was intoxicated. A Doylestown physician pronounced Davey intoxicated and yesterday Judge Shull in Court No. 2 fined him \$200 and costs and sentenced him to three months in the Bucks County Prison.

"I did not know that the man I asked to come over to my machine was a cop or I probably would never have been arrested," testified Davey. "I did take several drinks of whiskey, I'll admit."

Bristol's Growth Revealed

By Joseph R. Grundy

(Continued from Page Three)

water from any local source, as others were able to do; and we felt that that was the first thing that should be corrected.

At once a resolution was passed looking toward the building of a water-plant. That taxed the genius of our Borough to the utmost. There were few boroughs that had tried to build their own waterworks in opposition to existing water companies. And it was the cause of much anxiety and great thought, and afterward of great co-ordination with other councils, that finally permitted us to go into court and fight out with the water company the problem of establishing a water-works of our own.

Of course, it would be folly for me to attempt to discuss with you all the steps that had to be taken—especially in the presence of the gentleman who engineered that important move on the part of the Borough. But suffice it to say that after five years of litigation—from 1906 to 1911—we finally succeeded in winning out, through a decision of the Supreme Court of Pennsylvania; and we then proceeded to take action.

Before we finally got our plant constructed, however, the existing water works capitulated, and for the sum of \$105,000 we procured the then existing water works as a municipal proposition.

Coincident with that, we had started the construction of a sewer system, the initial cost of which was about \$75,000. So the frugal old soul who had limited the Borough's borrowing capacity to \$10,000 had done something for the Borough after all; for now with this enormously increased borrowing power the Borough was able to undertake and put through these two major improvements which were so sorely needed—the municipal water works and the sewage disposal system.

But our problems were not all solved; not by any means. Coincident with the acquisition of the water works and the building of the sewage disposal system we found that the current traffic had entirely outgrown our entrances to the town, particularly from the west and from the east.

With the co-operation of the County Commissioners, who recognized how unsuitable the old wooden bridges were; the assistance of the Trenton, Bristol & Philadelphia Passenger Railway, and with the help of the Borough, we had those bridges widened and built to meet the width of the streets from house line to house line.

Also, with regard to the Delaware Division of the Lehigh Canal, the Lehigh Coal & Navigation Company co-operated with us in the building of the bridges across the canal. So we built those three bridges or widened them into modern bridges.

Of course, coincident with those improvements, we went forward on other matters, to the limit of our Borough revenue; and finally from a condition where our streets had been nearly all dirt streets, and without curbs or gutters, we succeeded in prevailing upon the citizenship of the town, through strong co-operation, to curb and gutter pretty nearly the entire town outside of the business section, which, of course, had been curbed and guttered long before. So we got the rest of the town streets curbed and guttered, upon the basis of which we could build streets at the proper grade levels.

This period of improvement and betterment drifted along until about 1917, when some of us who had been active in the business activities of the Borough felt we had pretty well completed the task which ten or twelve years before we had enlisted to perform; and at that time the United States entered into the World War—I think on April 6th, 1917.

It was only two or three weeks later than that when, one Sunday afternoon in April—a rainy Sunday afternoon—a young man, scarcely thirty years of age, was announced at my front door. He came in with a gentleman from the town and began to paint a picture that just strained my imagination and would strain, I think, the imagination of anyone.

He came from Washington, and he told us that the Government of the United States had decided that they were entering upon a five-year war; that we would need to send millions of men abroad, and that the great problem was the transferring of those men and their supplies abroad; that great interests, afterward known as the Harriman interests of New York, had been granted a contract for the building of steel ships; that they already had an option on the pipe works at the eastern end of our town; that they were going to spend uncounted millions of dollars; that they were going to acquire thousands of acres of farm land for their purposes and put in a large city by itself.

Well, that young man painted a picture there that for two or three hours filled my head so full that I was just down and out.

Of course, when you are in trouble of that kind there is only one thing for you to do, and that is, go to your attorney; and I promptly put my hat and coat on and bundled the young man in the car and went down to see Judge James.

I said, "Judge, here is a client for you. He wants action, and wants service." And I came home, in order to gather myself together and find where I was.

Well, the upshot of it was that within a very few weeks the judge had acquired lands to the east of us. Farm after farm that had been in the possession of the old Quaker families

ever since the days of Penn, passed into the possession of this great ship-building company. With great steam shovels, the farm land began to fly, the concrete mixers were put to work, our utilities here were called upon.

My story of this vast enterprise would not be complete, however, were I not to tell you that during the conversation I had with this young man he told me that the reason they were coming to Bristol to establish this gigantic shipbuilding plant was because we had already established a municipally owned water works and had our municipal sewage disposal system, which was the only sewer system and disposal plant on the Pennsylvania side of the Delaware River (outside of Philadelphia) from the source of the river to Lewes, Del., and therefore was the basis of a community which the Government intended should be set up here.

It seems as though a magic wand had been waved over the town. This great shipyard began to grow. It was known as the Village of Harriman. It sprang up almost overnight. At the peak of its activity the Government had some ten thousand men at work there, with a weekly payroll of over \$500,000 in this plant alone.

When you realize that in the pre-war period the total payroll of our town here ran about \$35,000 a week; and suddenly to have it jump up to over half a million dollars from one source alone, you can imagine the inflation it meant in this community.

They did utilize our water supply. We spent all our available borrowing capacity in enlarging and strengthening it. Our sewer system had been enlarged, and when our source of borrowing petered out, they spent the money themselves and developed our sewage disposal plant, so that we had a 24-inch out-fall sewer in from Harriman to the pumping station, and caused us to much enlarge that in order to carry the water into the sewage disposal plant. And what that operation cost the Government it is hard to tell. We know the housing cost about \$8,000,000. They sold it for about \$800,000.

That, of course, created new problems. We had entered on a brand new line of endeavor; and in the enlarging of these new utilities and the caring for the immense traffic incident to it we found that our main streets were literally "shot to pieces"; and when it was done we were without borrowing capacity, without means to practically rebuild these streets, which was what they required.

Now, at that time another fortunate circumstance came to our rescue—due to the wisdom of the good people of Bucks County—for in 1905 the voters of this county sent to the Legislature the Hon. Clarence J. Buckman. In 1910 he was elected to the Senate of Pennsylvania, and went there as the advocate of ideas which were important to the county and important to this community. They were ideas about which he has frequently told us in his campaigns. One was the improvement of the roads of the county in which he lived. Another was the freeing of the toll bridges across the Delaware River.

In his work at Harrisburg he had always identified himself with the Roads Committee, first in the House and then in the Senate. In recent years he has been the chairman of that very important Committee on Public Roads and Highways, in the Senate. As a result of that he has acquired great familiarity with the road construction business, and the way in which the communities could avail themselves of the legislation passed with a view to helping them in the improvement of their roads.

And while I am on this subject I want to say a word in regard to Senator Buckman's work in the Legislature. I think he has been the means of bringing more material improvement into the County of Bucks than had occurred from the founding of the county up to the time that he entered the Legislature. With all the collective thoughts of 200 years that had passed since we had a Provincial Legislature, there had not been anything approaching the development of the county that there has been within the 20 years he has been up there.

I think it is fair to say that he has been instrumental in bringing at least seven or eight millions of dollars in moneys already spent on the highways of our county; and he has secured the commitment of the State to further improvements that will take some three millions of dollars more to complete. And during the last six years the State has contributed over two millions of dollars for the maintenance of highways within this county—in addition to the money it has spent for construction.

We appealed to him with our problem here, and he called our attention to the liberality of the State in the way of helping communities with their road problems, that by making application for State-aid highways to the county authorities—the County Commissioners—and having them turn the application in to the State, we could get 25% of the cost of construction out of the county and 50% of the cost of construction out of the State. And when we found ourselves up against conditions here where improvement of our roads was a vital necessity, we had his guidance to fall back upon; and it was through that co-operation of the state and the county that we were enabled to construct here, from concrete and penetration asphalt, between four and five miles of road, within the Borough, which has cost the Borough not over 25%, and a part of it not over 10%, of the reconstruction costs.

So that, when the time came that we found ourselves up against it for road improvement, we had these sources of helpfulness to fall back on. And we have availed ourselves of those helpful influences, with the result that we have gotten here in our town almost a complete system of

roads, which gives us hard, fast roads over nearly all of the town.

We brought you this afternoon from the eastward end of the town down past the old shipyard property, and we brought you over a piece of road which was not in good repair—about 1500 feet of that piece of road. But I want to tell you that that road has already been surveyed by the State, under the State-aid system I have just referred to—25% county aid, 50% State aid, and 25% Borough cost—and yesterday the advertisements went out for the reconstruction of that road by the State, and within the next thirty days the State should be at work on that road.

It will give us two complete concrete highways all through the town here, going to the north five miles—a concrete road right through the town.

That has been the outcome of the co-operation on the part of the town, on the part of the county, and on the part of the State—through the legislation, the helpful legislation, which the Senator has been able to assist in, and by means of which the revenues of the State were made available to aid us in helping ourselves. And they are as available to any of our communities, boroughs or townships as they have been to the Borough of Bristol.

Now, that has been, more or less, the picture of what we have accomplished here in recent years. It might be of interest to you if I should tell you all about what we consider we have here in the town in the way of public improvements, in the way of assets:

We have our water works—first started at a cost of \$112,000. Through the assistance of the United States Government in helping to rebuild it, an additional sum of \$50,000 was expended on the part of the Borough. So that we have a property there on which the Public Service Commission would permit us to put a replacement value of \$468,000, as of last January. That is the valuation upon which the Public Service Commission would permit us to earn a dividend were we a profit-making corporation.

And we have in our Sanitary Sewage System, with our pumping stations and our disposal plant, an investment of \$462,000. That is the replacement value the Public Service Commission would allow us to place upon that system, and upon which we could earn dividends if we were operating that as a money-making proposition.

In our Storm Water Sewers we have an investment of about \$81,000.

In our bridges—including the bridge which we showed you this afternoon—we have an investment of about \$40,000.

And in our highway improvements we have an investment of about \$571,000.

In the two wharves of the town we have an investment of about \$40,000. And we have in our Sinking Fund, as against the reduction of the bonds we have out, cash on hand, as of December 31st last, amounting to about \$50,000.

So we have about one and three-quarters millions of dollars of investment, against which we have out about \$255,000 of bonds, which leaves us with about a million and a half dollars' worth of accumulated property in the town, in the way of investment. Now it may interest you to know that we are operating this community, of about 13,000 persons, under a budget of about \$80,000 a year, which goes for our streets, our police, the operation of our sewer plant (for which there is no tax, no charge against the property owner; it is free to everybody), it goes for our collection of garbage, our collection of ashes, and the general expenses of the town. All are embraced in a budget of about \$80,000.

Our tax rate, against an assessment of \$7,500,000, is eleven mills. I think that is one of the lowest tax rates, in proportion to the assessed valuation, of any comparable borough of this size in the State of Pennsylvania.

We have our water works, which produce a revenue of about \$55,000 a year from the use of the water; and in that connection I might pause to say that we have not changed our water rates for domestic consumption from the rates which were prevailing when we took the plant over from the old company sixteen years ago, notwithstanding the fact that labor, which is the basis of the cost of all production, has gone up from \$1.50 a day to \$4.00 and \$5.00 a day for common labor. Notwithstanding that, we have not raised our water rates; and we have operated in an up-to-date manner, as you can see from the way in which it has been maintained.

We have derived from it a revenue of \$55,000 a year. We have gone into a little computation on that; at the time we bought the water works there was also bidding against us the Springfield Water Company, which operates all the water plants from back of Langhorne to Phoenixville, and down to Chester through the Delaware County section and into Chester. And we have taken the rates which the Springfield Water Company is allowed to charge by the Public Service Commission—or, which the Public Service Commission allows the Philadelphia Suburban Water Company, as it is now known, to charge—and from the consumption of water here, if we were to apply the rates that are charged by the Philadelphia Suburban Water Company, they would bring us a revenue of \$250,000 a year from this community.

Part of that would come from the \$60,000 a year for each fire plug; and

we have 200 fire plugs in the town, which would have brought in \$12,000—and that is just about one-half of what it costs us to operate our water plant here.

So that when we acquired from the private water company this plant here, we secured a property which for a corporation of the character of the Springfield Water Company, or, rather, the Philadelphia Suburban Water Company, would have enabled them to put out against it a bond issue of \$2,000,000; and they would have charged rates that would have brought their earnings to \$250,000 a year.

We feel, therefore, that in the possession of that property we have a very, very valuable asset for this community, and one that is in harmony with all the requirements of modern engineering practice.

When we first started to contemplate what we had ahead of us in planning for this community we thought of what it is important for every community to take into account, and that is the fact that the future of this country is bound to be industrial. The old sources of community existence in a locality like this have all disappeared; the old grist mill has gone; the old saw mill has gone; agriculture has gone. The section from here to Langhorne, which you saw today, comprises about seven miles, and in those seven miles there are only three farms under cultivation. The rest of that territory is all in land development and operations.

So that here the only thing for us, as it is the only thing for many of you, is to safeguard your population, your community life, and to maintain values and to afford employment for your people.

We have recognized the fact that there is probably the same kind of competition in communities, for the favor of those they want to locate there, as there is in individual business for the customers they want to have deal with them. The communities that equip themselves, and put themselves in the fore-rank of attractive localities and at low rates, will be the communities that will get desirable industries. So we have been inspired by that thought, and we have been rewarded. Our judgment has been justified by the number of industrial concerns that have come here.

Within the last two years six new industrial concerns have located here and taken up the abandoned shipyards. Chronologically they are: The chemical works of Rohm & Haas, which located here in 1919; the Patterson Parchment Company, which came here in 1924; the Keystone Airplane Company, which came in 1925; the zinc works, in 1926; the soap factory, also in 1926; and the Pacific Steel Boiler Works, which also came during last year.

So that, in the prospect we had in our survey of the possibilities of this town, we believed that the great thing to do was to make the town attractive from an industrial standpoint.

We felt that this could be accomplished by impressing the fact that this is a place where the atmosphere is sympathetic, sympathetic with every manufacturer, and where the labor situation is sympathetic; where we have a community spirit. And if we could have a community with an equipment of that kind we felt that we were doing the greatest thing that could be done for the workers of the town, for the property owners of the town, and for all that do business here under these changed conditions which, as I have said, began in the period after the Civil War. At that time the labor turn-over of this country was somewhere in the neighborhood of a billion dollars a year, whereas today it is over fifty billions of dollars—greater than that of any other country on the face of the globe.

So that has been the inspiration which has urged us on to accomplish what we have done; and we may feel some pardonable pride in the fact that twenty years ago, when we launched out on this period of industrial development, we probably did not have in the town \$50,000 invested in utilities that might be called the property of the Borough. We had our wharves, to be sure, which formed part of the \$50,000; but outside of them we had little or nothing. And in twenty years to increase the Borough's assets from a replacement value of \$50,000, to a replacement value of \$1,500,000, is an accomplishment which all of you who have had anything to do with such problems will agree that we have a right to feel proud of; and in accomplishing these things we have had the co-operation of a great many people.

One last matter I want to touch upon is the modern lighting system we have here, which is probably the purpose of your being here tonight. We have the same progressive spirit which actuates your distinguished townsman from the northwestern part of the county. We have had the same view he has—that the great thing we

had to do was to present our town at night creditably to the people, so that the merchants could attract people to them from the countryside, so that the moving picture houses would be patronized; and we made it light and attractive so it would bring the business and the dollars.

We have therefore created lately the boulevard lighting system, which we want you to view as the last act of this inspection tour—and that is the last thing we want you to look upon here.

But before doing that, as I started out to say, I want to call to your attention the fact that we have in the room all the men who have co-operated in bringing these conditions about. The paving of the streets was made possible, and we were sustained first, by the Bell Telephone Company, which, on our main business street, agreed to put their wires underground, at an expense to them of about \$10,000. And as a part of our scheme the Philadelphia Suburban Gas & Electric Company, whose representative is here, said they would gladly remove their heavy feed wires from those streets and put them on Market street, back of Mill street, and the properties could be fed from the rear instead of from the front. And all that was completed—at a cost, I have no doubt, exceeding \$10,000 on their part—as a generous contribution to a scheme to make the Borough more attractive.

Then we have had the co-operation of our County Commissioners, who are at all times ready to co-operate with any community in that way.

We have here our County Superintendent of Roads, who has co-operated splendidly in everything that is necessary to be done in order to accomplish what we wanted done from a good roads standpoint.

Then we have also the gentleman who is the District Engineer through the Southeastern District of our State, through whom you have to do business if you want the same co-operation for your Boroughs.

And last but not least, is the distinguished gentleman whose genius and mentality and grasp of legislation has put through the things that have made it possible for you to avail yourselves of any improvements you may want in your townships and boroughs; and I would like to ask Senator Buckman to stand up here, so we may point to him.

(Senator Buckman stands up.) (Applause.)

And I would like our friend, D. C. Stackpole, the State's representative in the Southeastern portion of the State, to stand up, if he will.

(Mr. Stackpole stands up.) (Applause.)

And I would like to ask Mr. W. G. McCahan, who is the County Superintendent of Roads, to rise in his place.

(Mr. McCahan rises.) (Applause.)

I would also like to ask Mr. Ernest H. Harvey, the President of the Board of County Commissioners, to stand up.

(Mr. Harvey stands up.) (Applause.)

And next, Mr. N. B. Bertolette, the Superintendent and General Manager of this section of the Philadelphia Suburban Gas & Electric Company.

(Mr. Bertolette stands up.) (Applause.)

And Mr. M. J. Hill, General Manager of the Trenton, Bristol & Philadelphia Street Passenger Railway.

(Mr. Hill stands up.) (Applause.)

Now, gentlemen, those are "the works." Those are the men whose co-operation has made a large share of the development of Bristol possible. They are at your disposal the same as they have been at ours. And if, from any experience we have had, supplemented by what they can give you, we can help you make your sections more desirable to live in, more desirable for industry to locate there, I assure you we are at your disposal day and night. I thank you.

ST. ANN'S HOLD PRACTICE

Last evening St. Ann's held practice for their opening game, which is with Cornell, this Sunday, September 18th.

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Three regulars are out—"Reds" Pope, an injured foot; "Monk" Riola is recuperating after having had his tonsils removed; and "Jake" has a nasty cut beneath his eye.

Elect Two New Members As Methodist Trustees

Two trustees were named at a meeting of the Board of Trustees of the Methodist Church, held last night, to fill the unexpired terms of two deceased members of the Board.

Roy F. Fry and George M. Vanzant were chosen to fill the unexpired terms of the late Louis A. Bradway and the late John K. Young.

It was also decided to continue the sessions of the Sunday School at 9.45 a. m., each Sunday during the period of daylight saving after which the hour will be 9.10 a. m.

Briefs

—Mr. and Mrs. George Johnson and family, of Mill street, visited relatives in Trenton, N. J., on Saturday.

—Mr. and Mrs. I. Fallen are moving from 242 McKinley street to Wood and Mill streets, in the Wagon Apartments.

—Mr. Calvin Buchler, of 635 Pine street, has accepted a position in Brooklyn, N. Y.

—Mrs. Louis Glatzner, who has been confined in the Harriman Hospital for two weeks, has returned to her home on Wilson avenue.

—Mr. and Mrs. Walter Ford and family, of McKinley street, spent Saturday with friends in Trenton, N. J.

—Mr. and Mrs. James Dugan, of Brooklyn, N. Y., and Mr. Vincent Dugan, of New York City, were recent guests of Mr. Dugan's mother, Mrs. Mary Dugan, of Newportville, Pa.

—Mr. D. Erwin, of Cedar street, is building two garages on his property.

—Mr. and Mrs. Charles Muffett were Sunday visitors with Mrs. Muffett's mother, Mrs. Edna Singley, of Fairview, N. J. Mrs. Muffett is spending several days this week with her mother who is moving to Camden, N. J.

Classified Advertising

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OFFICE BOY. Must operate switch-board. Apply to Keystone Aircraft Corporation. 9-14-27

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GUNNING SKIFF. C. H. King, Bath road. 9-14-27

MISCELLANEOUS

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